

**U.S. Pat. Appl. Ser. No. 10/523,548**  
**Attorney Docket No. 10191/3719**  
**Reply to Office Action of December 21, 2007**

**Amendments to the Specification:**

Please replace the paragraph beginning at page 3 line 8 with the following replacement paragraph:

--The apparatus and the method of the present invention for detecting a vehicle rollover provide a faster process for determining the plausibility of the detection of a vehicle rollover. This earlier detection is accomplished by monitoring the condition of the vehicle on the road surface. In specific terms this means that the tires on one side of the vehicle are not in contact with the road surface in a rollover process. There are several ways to use tire sensors to monitor contact with the road surface. One way, in particular, is to monitor the tire pressure. When both tires on one side of the vehicle lose contact with the road surface, a different pressure ratio results in these tires compared to those on the other side of the vehicle that have not lost contact with the road. Likewise, information may be obtained from monitoring the relative pressure, namely the pressure at the front right and that at the rear right, and via the actual absolute pressure gradient of the pressure. In addition, the temperature may be used if the sensor supports this. In this case, it is important to know that a ~~signifi~~may ~~signifi~~significant temperature increase is present with locking tires. However, this effect is highly dependent on the road surface or the terrain. Nevertheless, this represents an alternative or an additional way of checking the plausibility of the detection of a rollover.--.

Please replace the paragraph beginning at page 6 line 3 with the following replacement paragraph:

--Starting from integrator 15, the integrated yaw rate, in other words the angle of rotation, is used either to generate an energy threshold or to generate a torque threshold. This is decided by a block 16 that operates a switch that switches back and forth between these two blocks 17 and 18. This is controlled by block 16 depending on a signal coming from a filter [[22]] 32, this signal being the filtered acceleration signal in the vertical direction of the vehicle. This signal is determined by sensor 21, an acceleration sensor for low accelerations. Integrator 15 not only transmits the angle of rotation to generate the threshold for the rollover criterion, it also transmits it to a comparator 20, which compares the angle of rotation with an angular threshold.--.

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Please replace the paragraph beginning at page 6 line 12 with the following replacement paragraph:

-If it is determined in comparator 20 that the value of the integrated angle exceeds the specified threshold, a logical 1 is sent to AND gate 27. The filtered acceleration in the vertical direction of the vehicle is sent from filter [[22]] 32 not only to block 16, but also to block 26, which is responsible for establishing the plausibility of the rollover decision. The acceleration in the vehicle transverse direction is also used for this, and is transmitted from a filter 23 to plausibility 26. Filter 23 receives its signal from a sensor 22, which senses the acceleration in the vehicle transverse direction. According to the invention, a signal that is a function of the tire sensors is also passed to the plausibility function. This is provided by block 25, which handles filtering and calculations. Block 25 receives its signal from tire sensors 24, and only if plausibility function 26 also generates a logical 1, then AND gate 27 emits a logical 1, so that a triggering decision 28 will then be present.--.